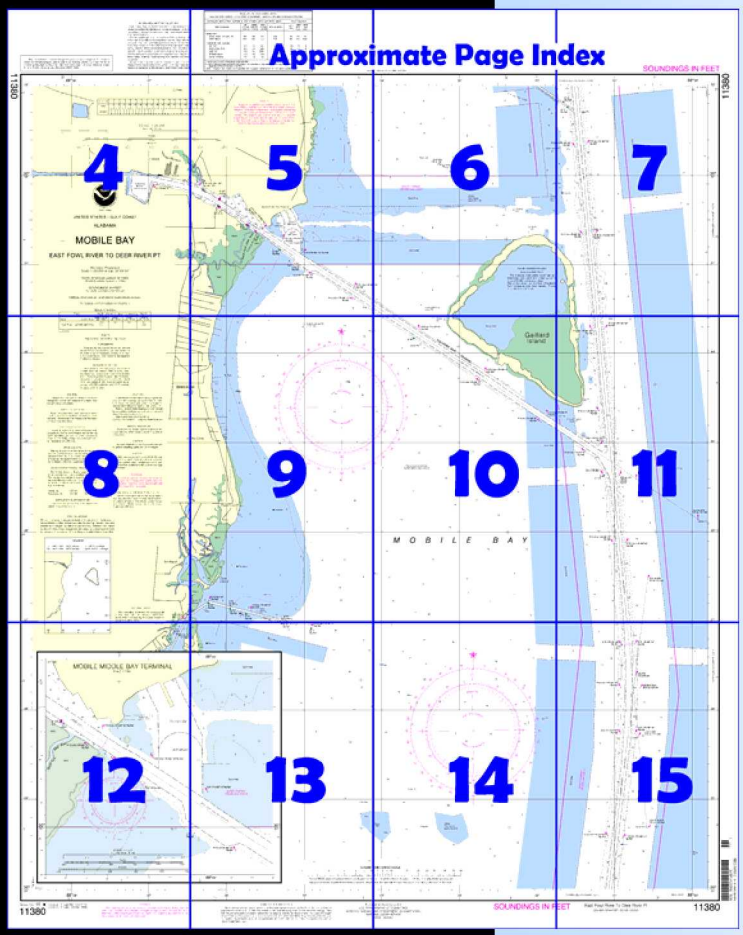
BookletChart™

Mobile Bay – East Fowl River to Deer River Point

(NOAA Chart 11380)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

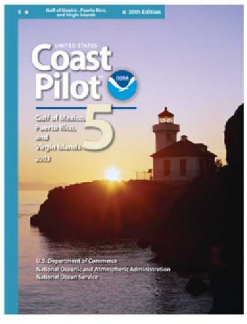
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 7 excerpts]

(19) The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 3 miles above Mobile Point at Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a SECURITE call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

(31) The tides are chiefly diurnal and the rise and fall is very small, averaging 1.2 feet at Mobile Point and 1.5 feet at Mobile. During the winter, northers may depress the water surface as much as 1.5 feet below mean low water, while hurricanes have been known to raise the level as much as 11.5 feet. (See the Tide Tables for daily predictions.) (32) In this area strong winds have considerable effect in modifying the times and velocities of the current; in using the tables, allowance should be made for such effects. (See the Tidal Current Tables for daily predictions of current in Mobile Bay entrance and other locations in Mobile Bay.)

(35) The climate of Mobile Bay is influenced by the waters of the N Gulf of Mexico and of the bay itself. While summers are warm, the heat is tempered by the ocean and bay breezes. Temperatures climb to 90°F or above on about 75 days each summer, compared to 80 days just a few miles inland. During winter, the waters help moderate the colder temperatures. Minimums fall below freezing on about 21 days each season, compared to 20 to 25 days, on average, inland. The annual average temperature at Mobile is 67.6°F with an average high of 77.4°F and an average low of 57.4°F. January is the coolest month with an average temperature of 50.9°F while July is the warmest month with an average temperature of 82.2°F. The warmest temperature on record is 104°F recorded in July 1952 while the coolest temperature on record is 3°F recorded in January 1985. Precipitation is moderate averaging about 66 inches in any given year. The wettest month is July averaging nearly eight inches and the driest month is October which averages about three inches. Thirty percent of the average annual rainfall occurs during the summer months of June, July, and August. Cold snaps usually last about 3 days, and occasionally they will bring some snow flurries. Overall, snowfall is light and averages less than one inch in any given year. The greatest 24-hour snowfall occurred in February 1973 when 3.6 inches accumulated. The winds behind these fronts sometimes blow for an extended period and are known as "northers". If they persist, they can lower the water in the bay and this can interfere with the deeper draft vessels bound through the dredged channel.

(36) In addition to these northers, strong winds and rough seas on the bay are generated by extratropical storms, thunderstorms, and tropical cyclones. While gale-force winds are infrequent, winds in the 17- to 33-knot range occur about 5 to 10 percent from November through May. March and April are often the windiest months. Thunderstorm winds are usually in the form of gusts and can reach 50 to 60 knots. Frontal thunderstorms, which are usually the most severe, can occur in any month and are most likely in spring. Air mass thunderstorms are most frequent in summer; during June, July, and August, thunderstorms are observed on about 10 to 17 days per month, often in the afternoon. The strongest winds are generated by hurricanes, except for those in a rare tornado. Hurricane winds have reached 175 knots along the N Gulf coast.

(54) East Fowl River enters the W side of Mobile Bay about 13.8 miles N of the bay entrance. It extends generally SW. The entrance is marked by lights and daybeacons. In January 2008, the controlling depth was 5.4 feet (6.4 feet at midchannel) from the entrance in Mobile Bay to the head of the project about 1 mile above the mouth. Above this point, the reported controlling depth was 2 feet to West Fowl River in May 1982; local knowledge is advised. State Route 193 highway bridge, about 1.0 mile above the mouth of the river, has a fixed span with a clearance of 45 feet. An overhead power cable with a clearance of 47 feet crosses the channel connecting with West Fowl River at about 30°23'53"N., 88°08'39"W. A marina on the N side of East Fowl River just E of the bridge has berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, limited marine supplies, and a pump-out station. East Fowl River leads into West Fowl River, and thence into Fowl River Bay; these are discussed later in this chapter.

(55) Fowl River, the NW branch, joins East Fowl River about 2 miles above the mouth. It is navigable for about 3 miles by small craft with local knowledge. An overhead power cable with a reported clearance of 52 feet crosses Fowl River about 2.5 miles above the mouth in about 30°27.0'N., 88°08.4'W.

Table of Selected Chart Notes

Corrected through NM Oct. 01/05
Corrected through LNM Sep. 20/05

HEIGHTS
Heights in feet above Mean High Water.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mobile, AL	KEC-61	162.55 MHz
Pensacola, FL	KEC-86	162.40 MHz

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.703" northward and 0.010" eastward to agree with this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

PLANE COORDINATE GRID
(based on NAD 1927)

The Alabama State plane coordinate grid, West Zone, is indicated on this chart by dashed ticks at 10,000 foot intervals thus:
This grid is shown on the Mobile Middle Bay Terminal inset at 2,000 foot intervals. The last three digits are ommited.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

EAST FOWL RIVER
The controlling depth was 7 feet for a width of 100 feet from the entrance (30°26'58"N, 88°05'06"W) in Mobile Bay to a point located at (30°26'20"N, 88°07'09"W).

Aug 2009

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE D
Numerous oyster beds exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas thus labeled in order to avoid damage to the beds.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.
Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Fowl River	(30°26'N/88°07'W)	feet 1.5	feet ----	feet ----	feet -2.5

(Jul 2005)

MOBILE BAY AND RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 SURVEYS TO OCT 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
MOBILE BAY:							
LOWER BAY (TO LIGHT 50)	42.6A	44.4	41.5	8,9-09	400	13.3	45
UPPER BAY	41.5	43.0	41.9B	7-09	400	15.4	40-45
THEODORE SHIP CHANNEL:							
BAY CUT	37.9	39.8	39.0	6-09	400	5.3	40
ANCHORAGE AREA	40.0	40.0	40.0	6-09	300	0.2	40
LAND CUT	40.0	40.0	40.0B	6-09	300	1.7	40
TURNING BASIN	37.4	40.0	34.7	6-09	1400	0.3	40
BARGE CHANNEL	8.2	10.2	9.4	10-09	100	1.2	12

A. EXCEPT FOR SHOALING TO 41.5 IN THE BEND WIDENING AREA.
B. EXCEPT FOR SHOALING IN BEND WIDENING AREA.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

MOBILE BAY AND RIVER CHANNEL			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW W			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER
MOBILE BAY:			
LOWER BAY (TO LIGHT 50)	42.6A	44.4	41.5
UPPER BAY	41.5	43.0	41.9B
THEODORE SHIP CHANNEL:			
BAY CUT	37.9	39.8	39.0
ANCHORAGE AREA	40.0	40.0	40.0
LAND CUT	40.0	40.0	40.0B
TURNING BASIN	37.4	40.0	34.7
BARGE CHANNEL	8.2	10.2	9.4

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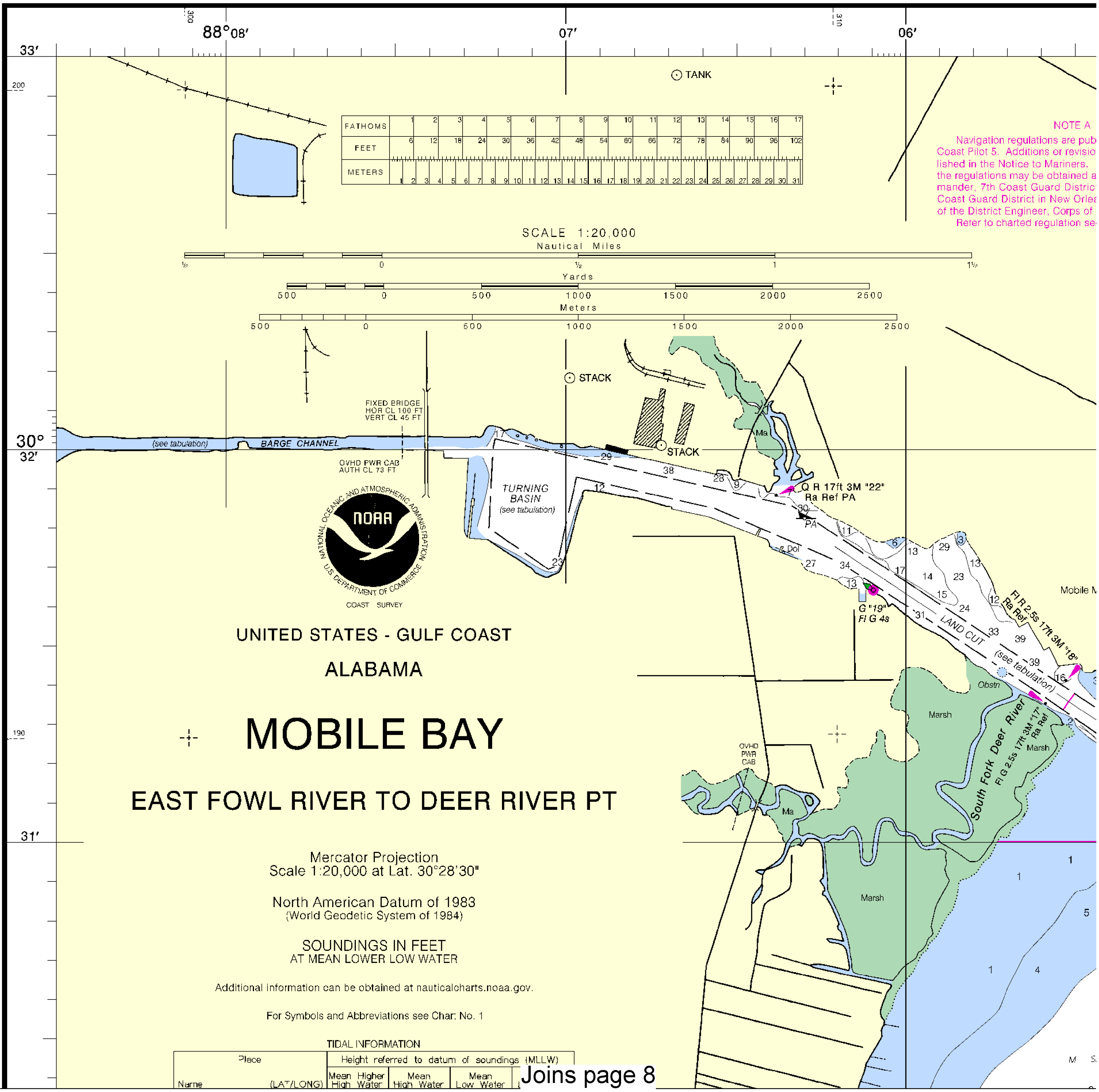


Joins page 8

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles 0 1 1½

Yards 500 0 500 1000 1500 2000 2500

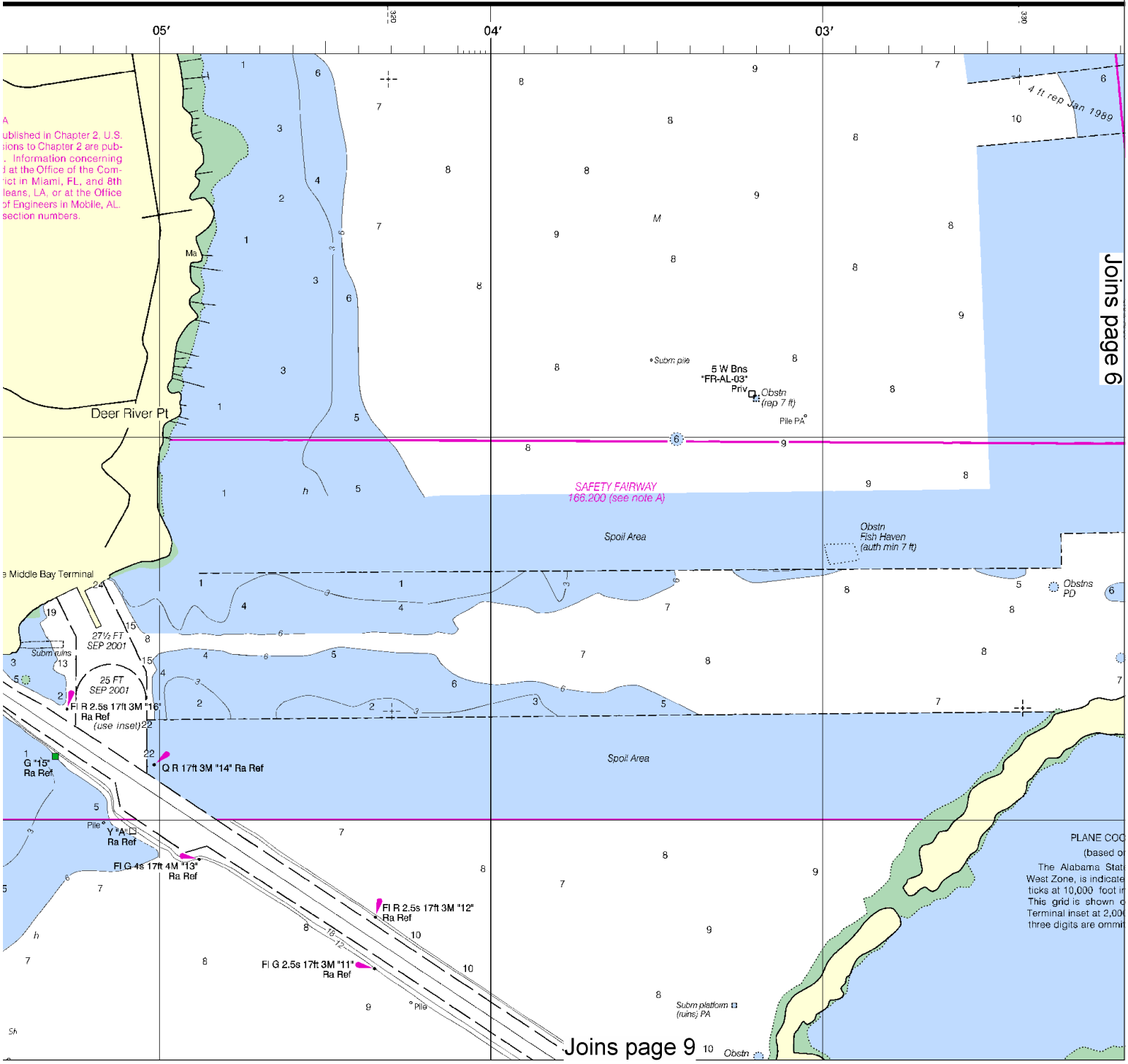
North

L DEPTHS
OF OCT 2009 SURVEYS TO OCT 2009

WATER (MLLW)	PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
8,9-09	400	13.3	45
7 09	400	15.4	40-45
6-09	400	5.3	40
6-09	300	0.2	40
6-09	300	1.7	40
6-09	1400	0.3	40
10-09	100	1.2	12

ENT TO THE ABOVE INFORMATION

Formerly 11379, 1st Ed., Apr. 1991 KAPP 2888



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

MOBILE BAY AND RIVER CHANNEL DEPTHS
) FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 SURVEYS TO OCT 2009

G DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
ME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
AY (TO LIGHT 50)	42.6A	44.4	41.5	8-8-09	400	13.3	45
LY	41.5	43.0	41.9B	7 09	400	15.4	40-45
SHIP CHANNEL:							
	37.9	39.8	39.0	6-09	400	5.3	40
AGE AREA	40.0	40.0	40.0	6-09	300	0.2	40
T	40.0	40.0	40.0B	6-09	300	1.7	40
BASIN	37.4	40.0	34.7	6-09	1400	0.3	40
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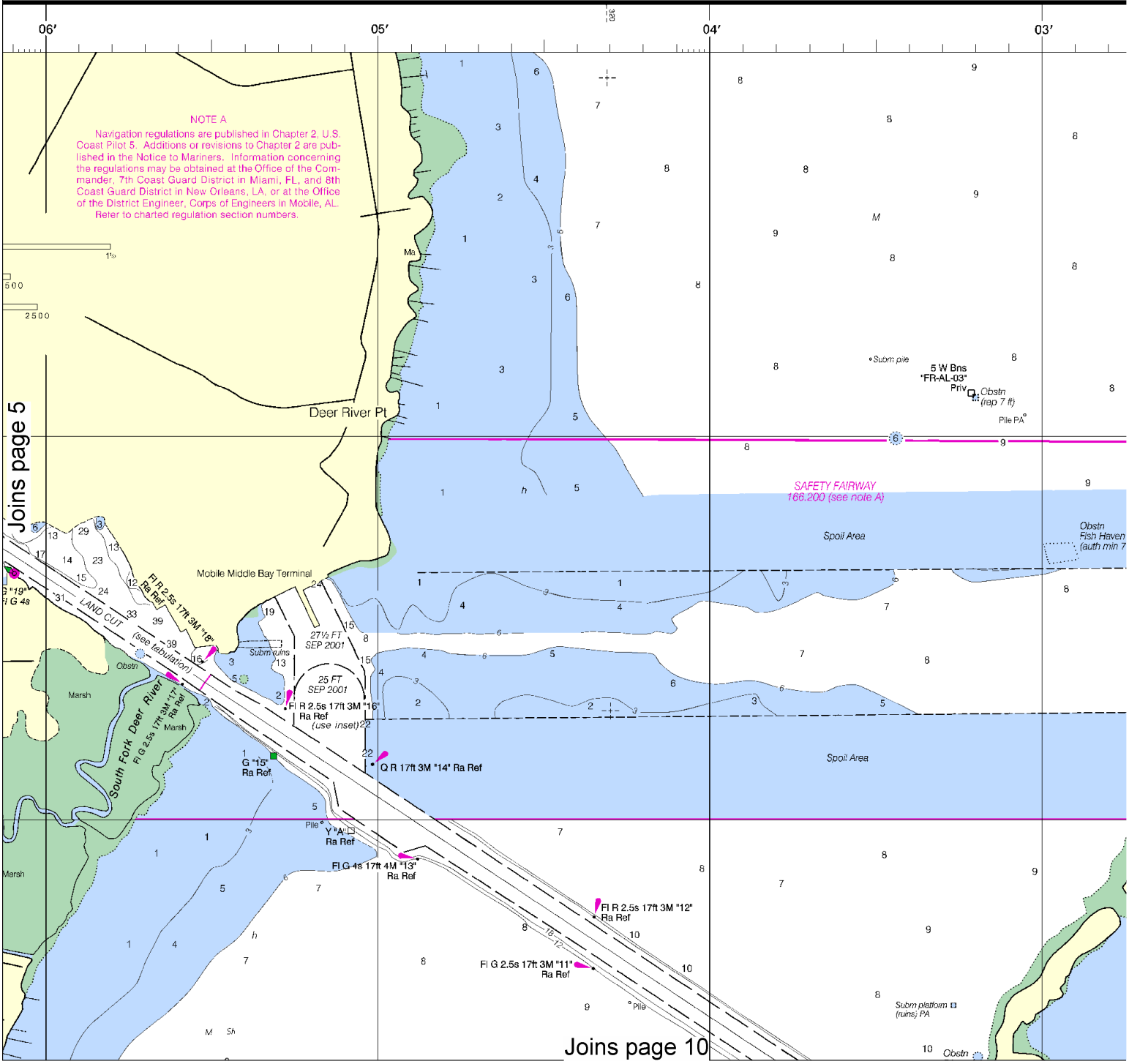
Formerly 11379, 1st Ed., Apr. 1991 KAPP 2888



North

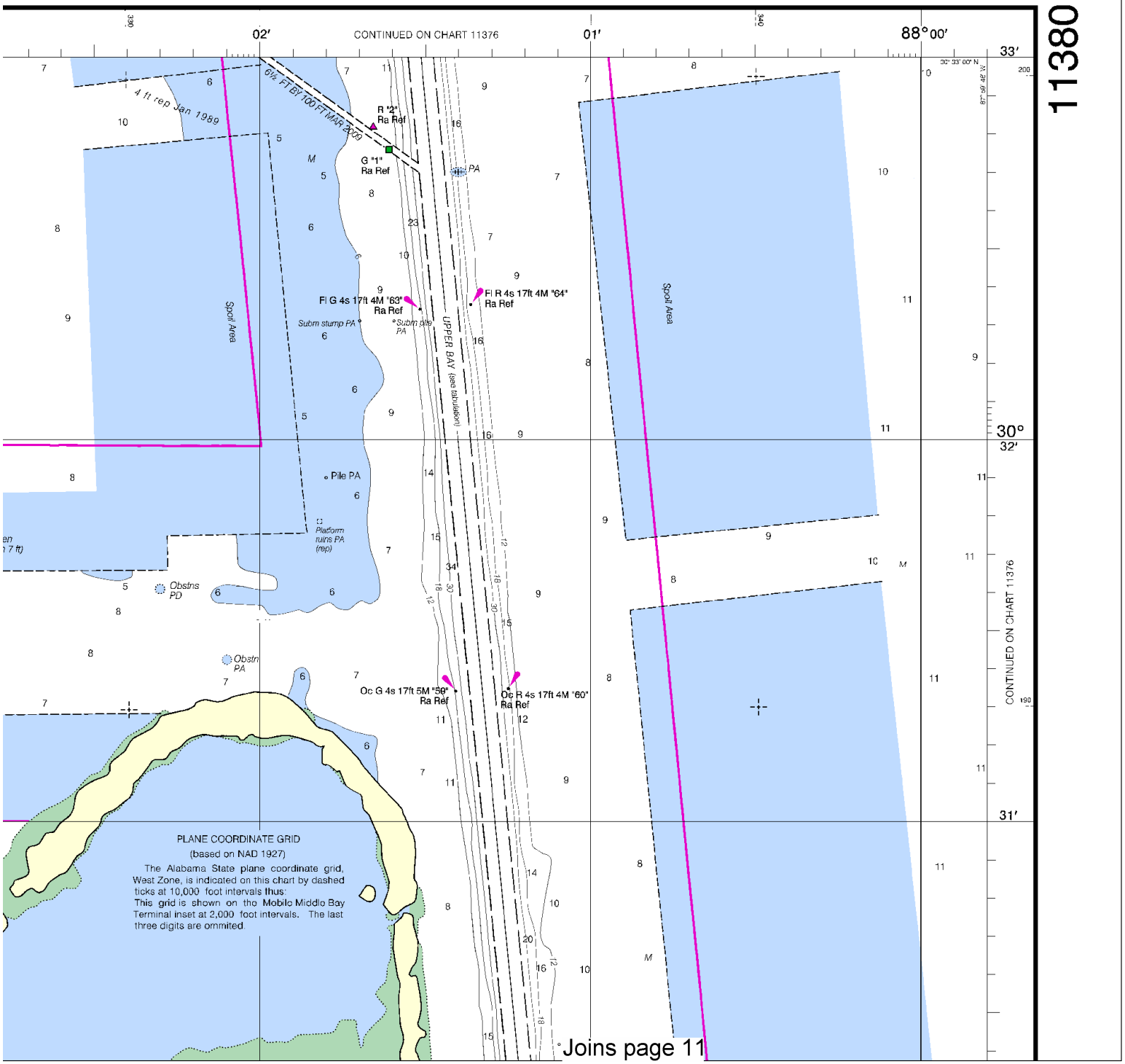
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

SOUNDINGS IN FEET

11380



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

Name	(LAT/LONG)	Mean High Water	High Water	Low Water	Extreme Low Water
		feet	feet	feet	feet
Fowl River	(30°26'N/88°07'W)	1.5	----	----	-2.5

(Jul 2005)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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SUPPLEMENTAL INFORMATION

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CAUTION

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Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE D

Numerous oyster beds exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas thus labeled in order to avoid damage to the beds.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

SOURCE DIAGRAM

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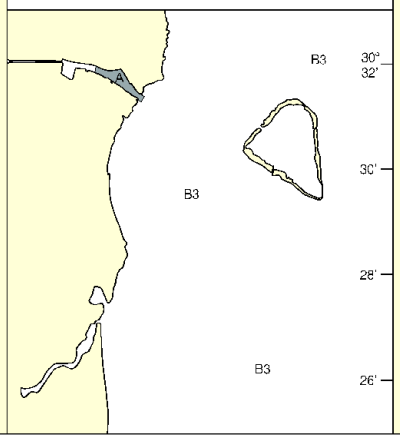
SOURCE

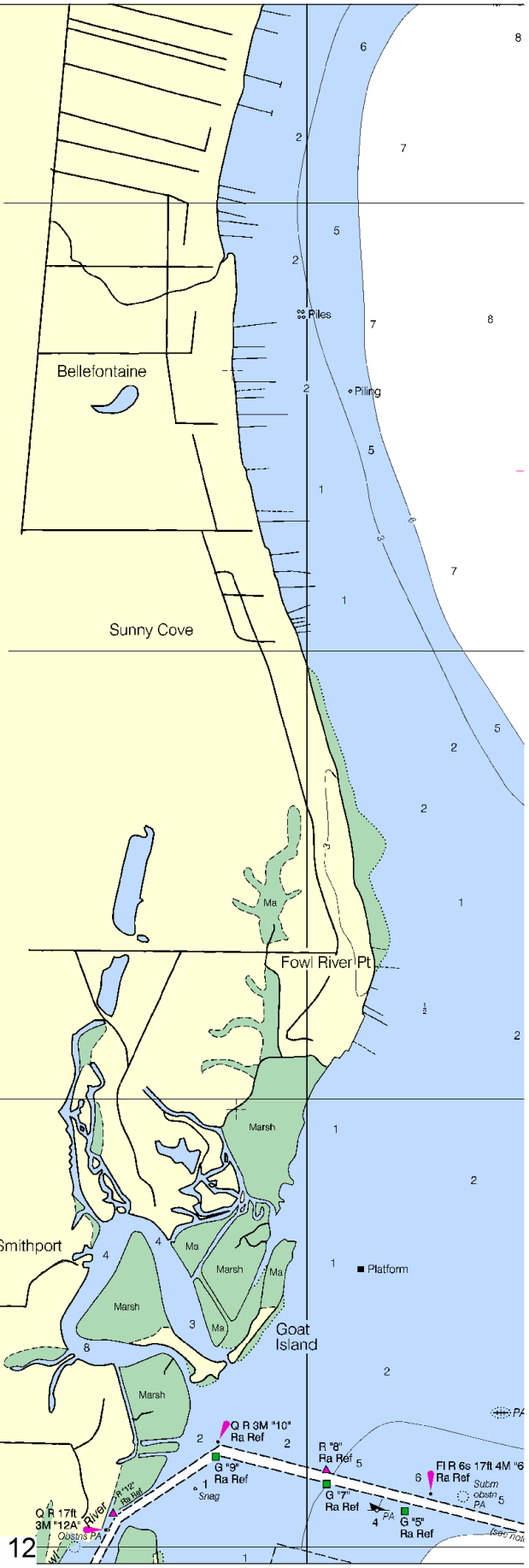
A	1990 - 2002	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage



EAST FOWL RIVER

The controlling depth was 7 feet for a width of 100 feet from the entrance (30°26'58"N, 88°05'06"W) in Mobile Bay to a point located at (30°26'20"N, 88°07'

Joins page 12



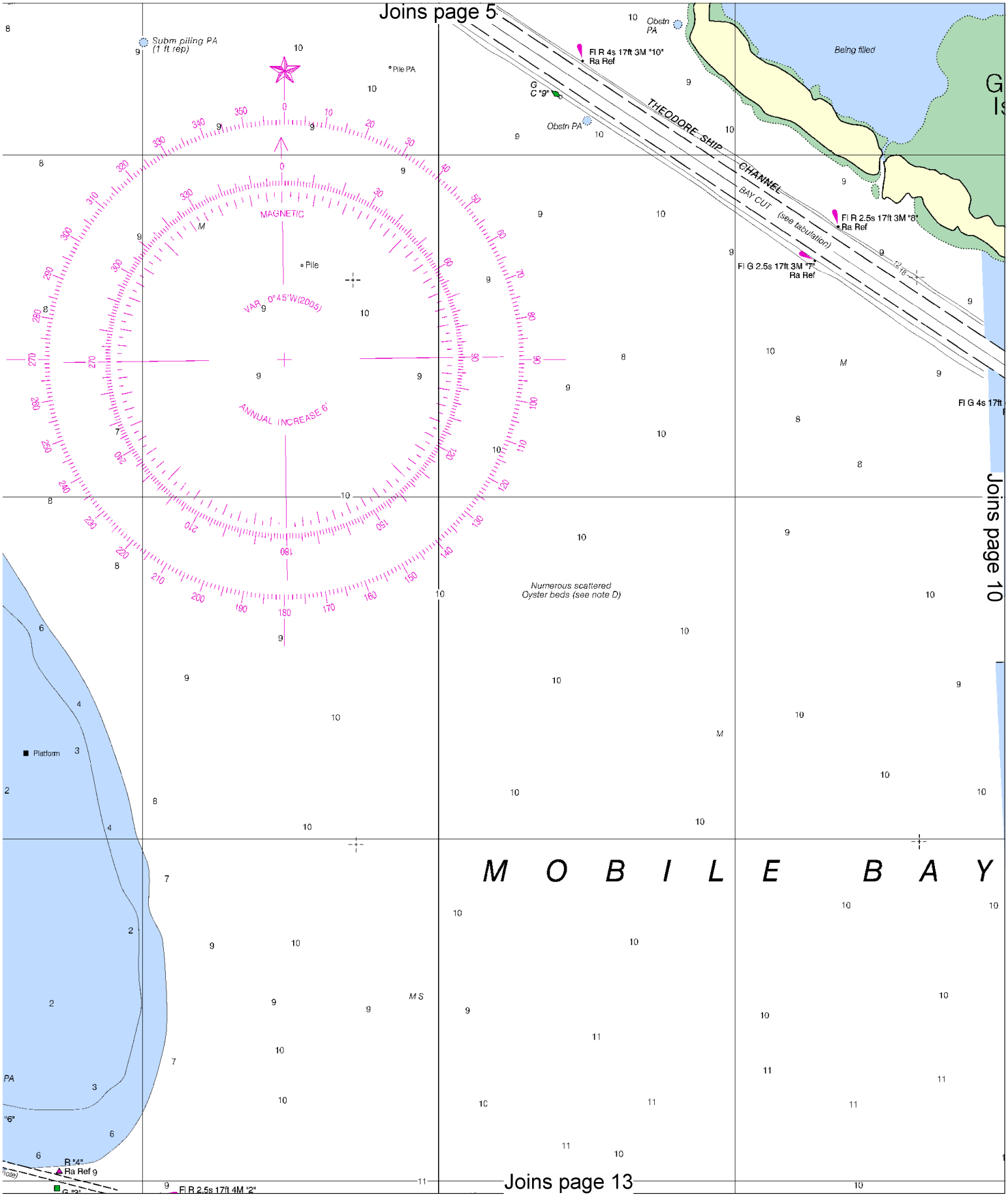
30'
29'
28'
27'

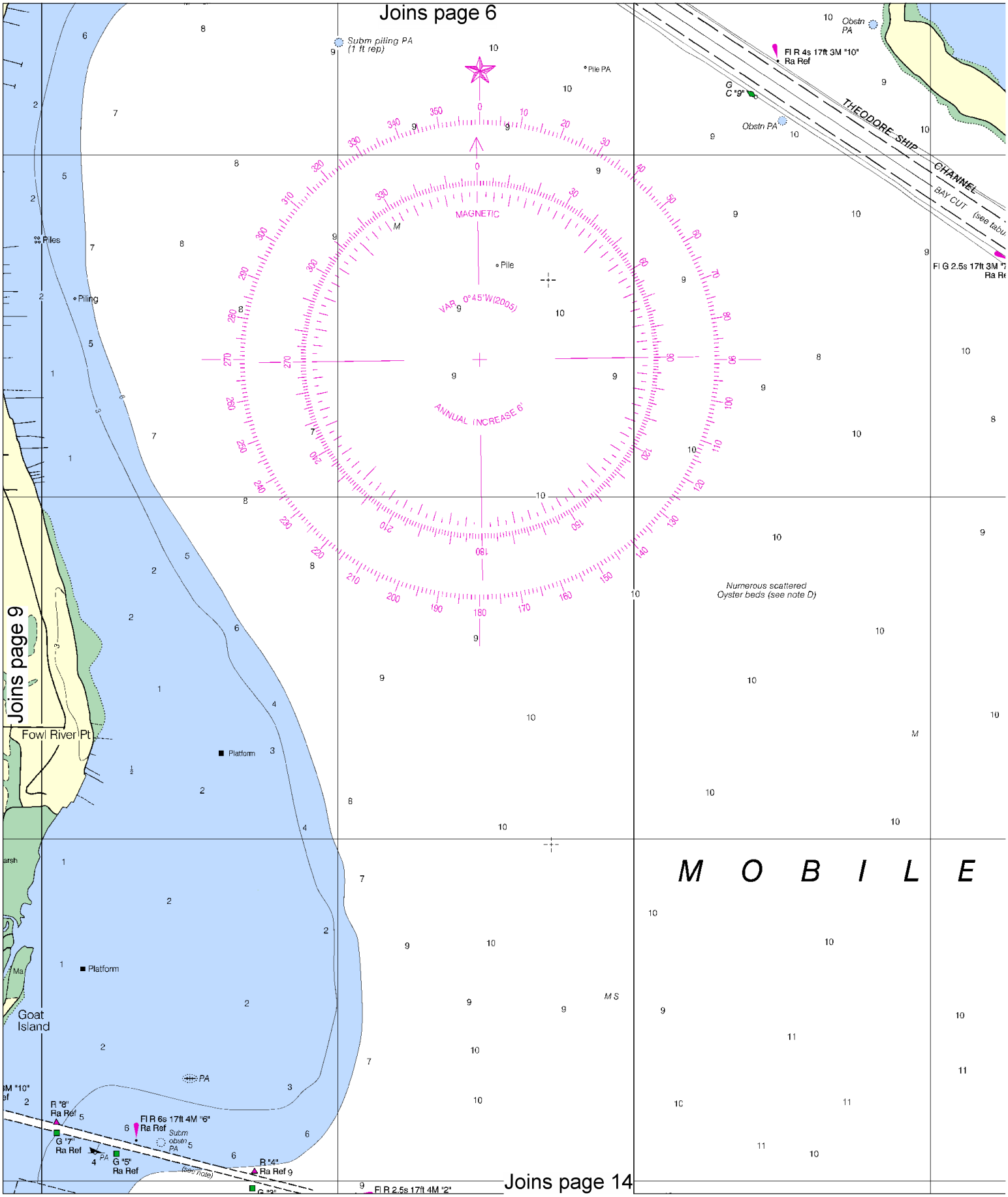
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

North


Joins page 5
Subm piling PA
(1 ft rep)
Pile PA
Obstn
PA
Fl R 4s 17ft 3M "10"
Ra Ref
G
C "9"
Obstn PA
Being filled
THEODORE SHIP CHANNEL
BAY CUT (see tabulation)
Fl R 2.5s 17ft 3M "8"
Ra Ref
Fl G 2.5s 17ft 3M "7"
Ra Ref
MAGNETIC
VAR 0°45'W(2005)
ANNUAL INCREASE 6'
Pile
Numerous scattered
Oyster beds (see note D)
Platform
M O B I L E B A Y
R "4"
Ra Ref
Fl R 2.5s 17ft 4M "2"
Joins page 10
Joins page 13



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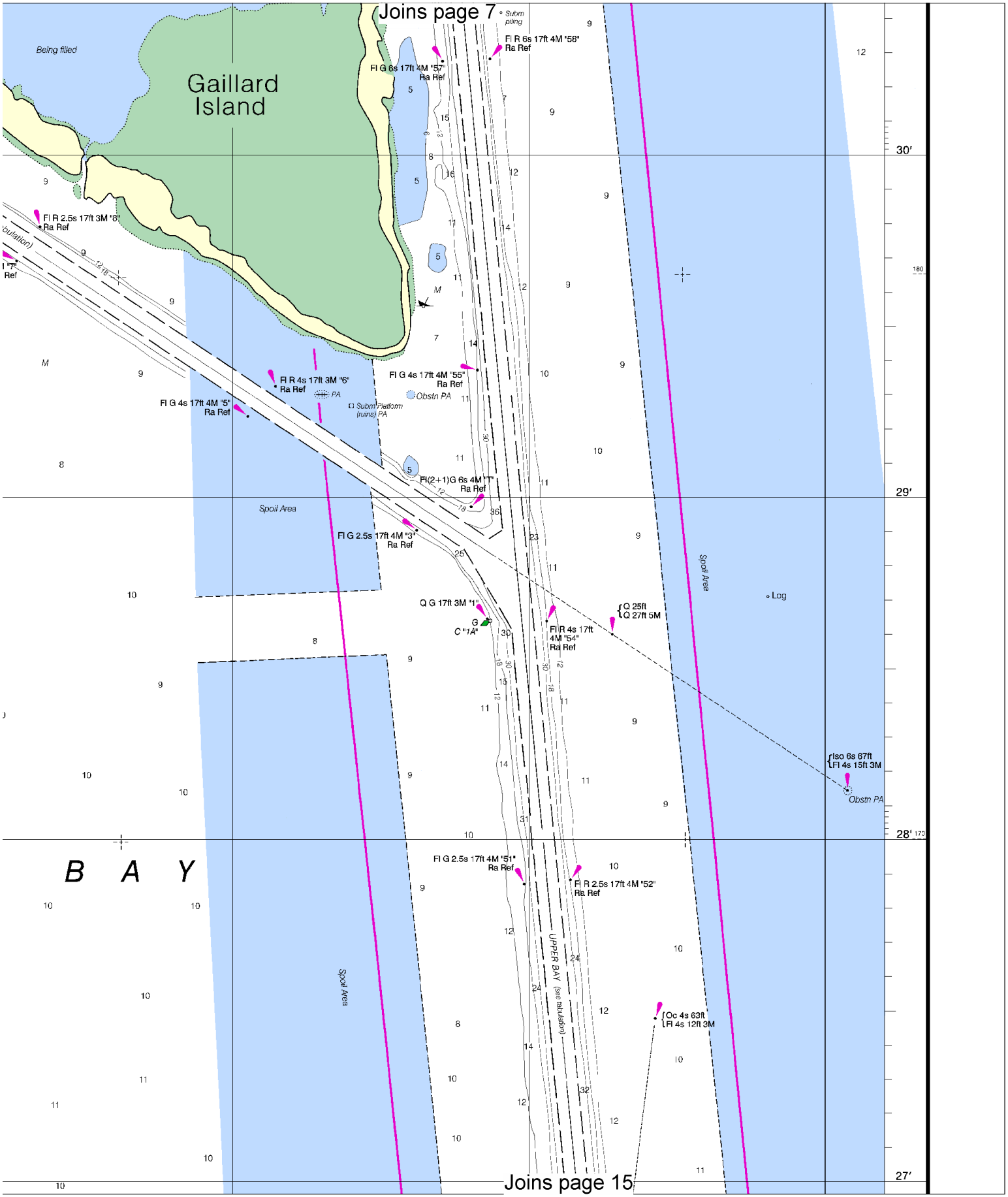
Nautical Miles

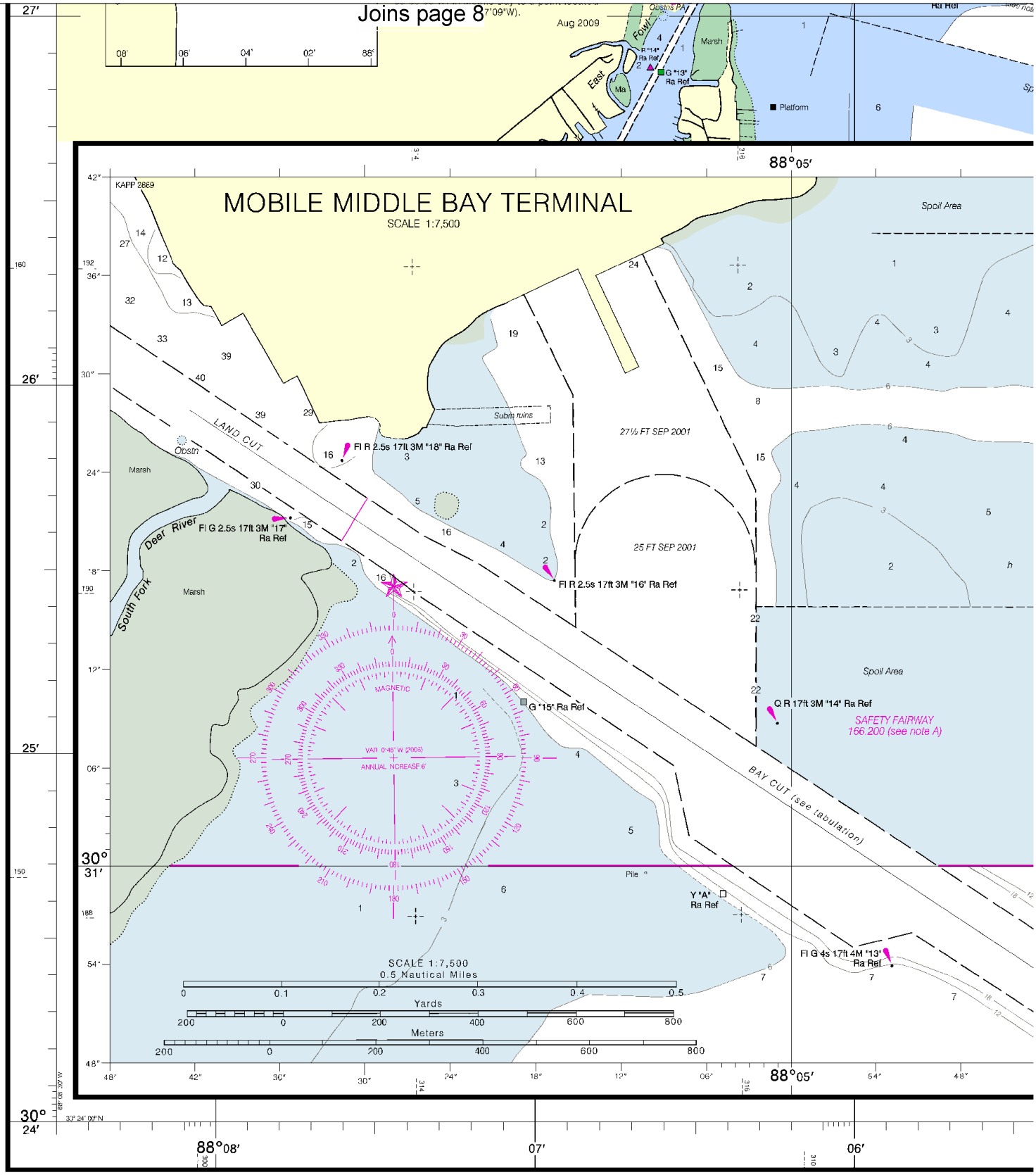
0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 7
Being filled
Gaillard Island
Fl R 2.5s 17ft 3M "8" Ra Ref
Fl G 6s 17ft 4M "57" Ra Ref
Fl R 6s 17ft 4M "58" Ra Ref
Subm piling
Fl G 4s 17ft 4M "55" Ra Ref
Fl R 4s 17ft 3M "6" Ra Ref
PA
Obstn PA
Subm Platform (ruins) PA
Fl G 4s 17ft 4M "5" Ra Ref
Fl(2+1)G 6s 4M "1" Ra Ref
Spoil Area
Fl G 2.5s 17ft 4M "3" Ra Ref
Q G 17ft 3M "1"
G "2"
C "1A"
Fl R 4s 17ft 4M "54" Ra Ref
Q 25ft
Q 27ft 5M
Log
Iso 6s 67ft
Fl 4s 15ft 3M
Obstn PA
B A Y
Fl G 2.5s 17ft 4M "51" Ra Ref
Fl R 2.5s 17ft 4M "52" Ra Ref
UPPER BAY (see tabulation)
Oc 4s 63ft
Fl 4s 12ft 3M
30′
29′
28′
27′
Joins page 15

Joins page 8



1st Ed., Oct. / 05 ■ Corrected through NM Oct. 01/05
Corrected through LNM Sep. 20/05

11380

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

PRINT-O

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12

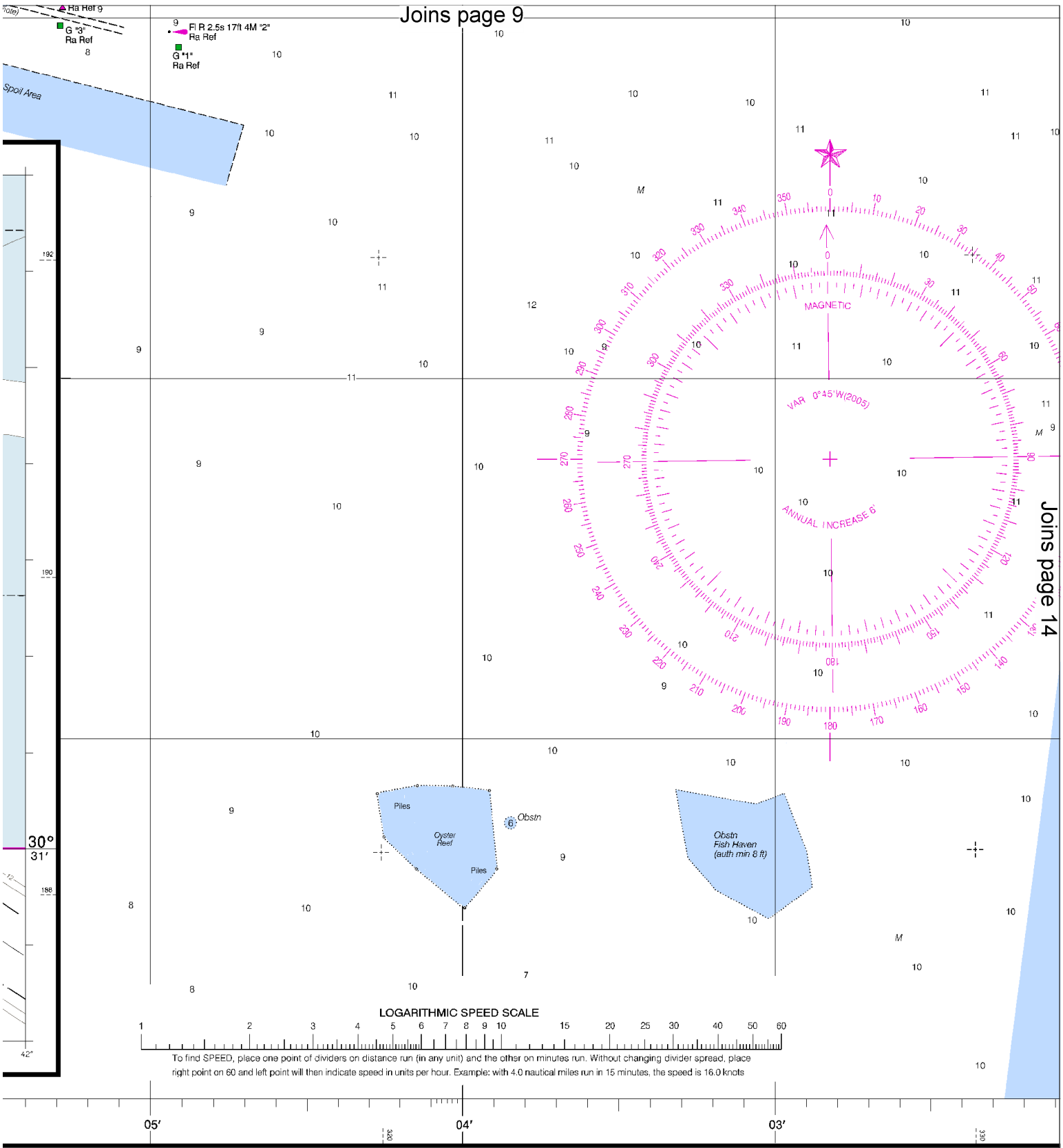
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 9



Joins page 14

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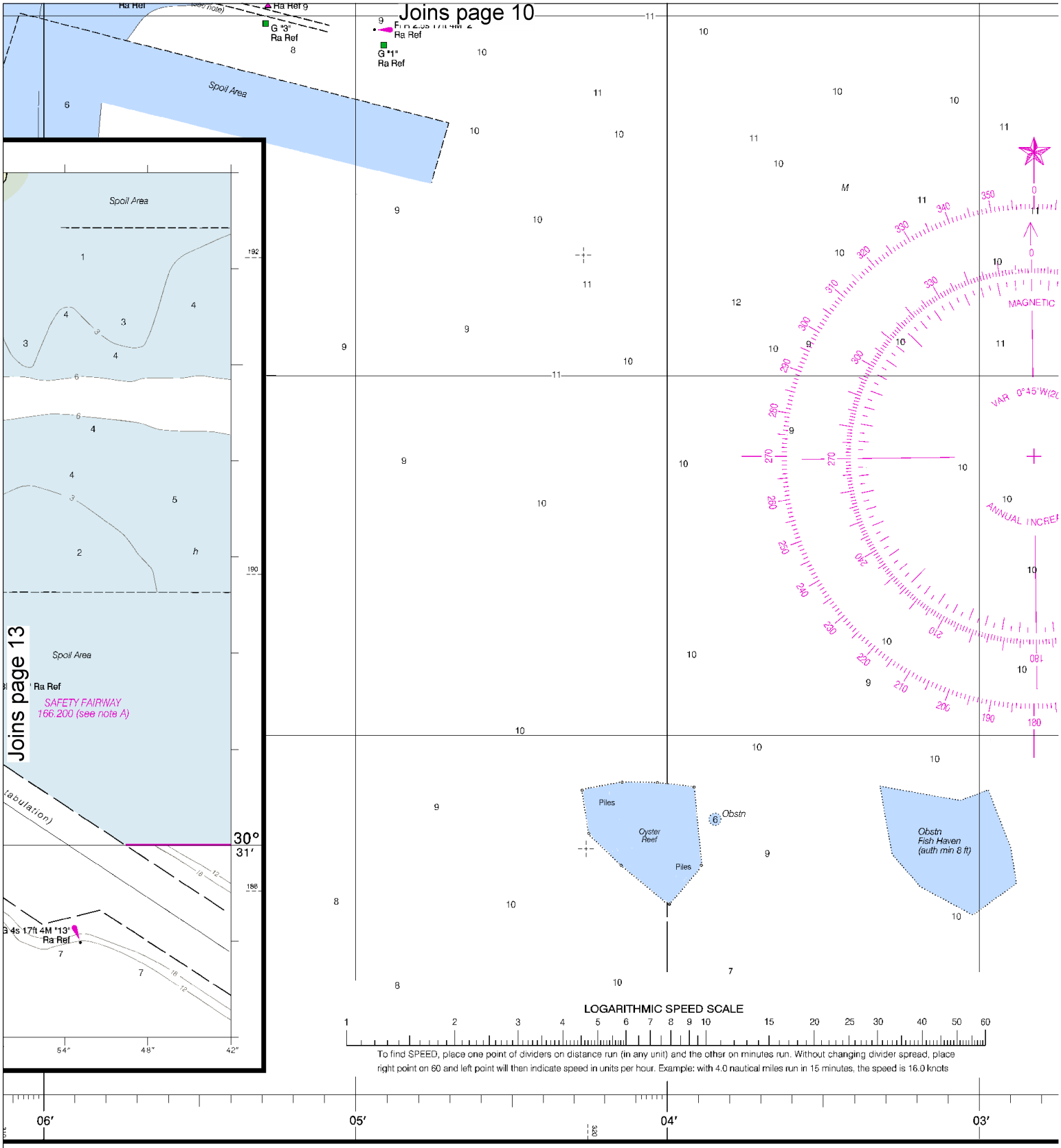
COAST SURVEY

SOUNDING



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

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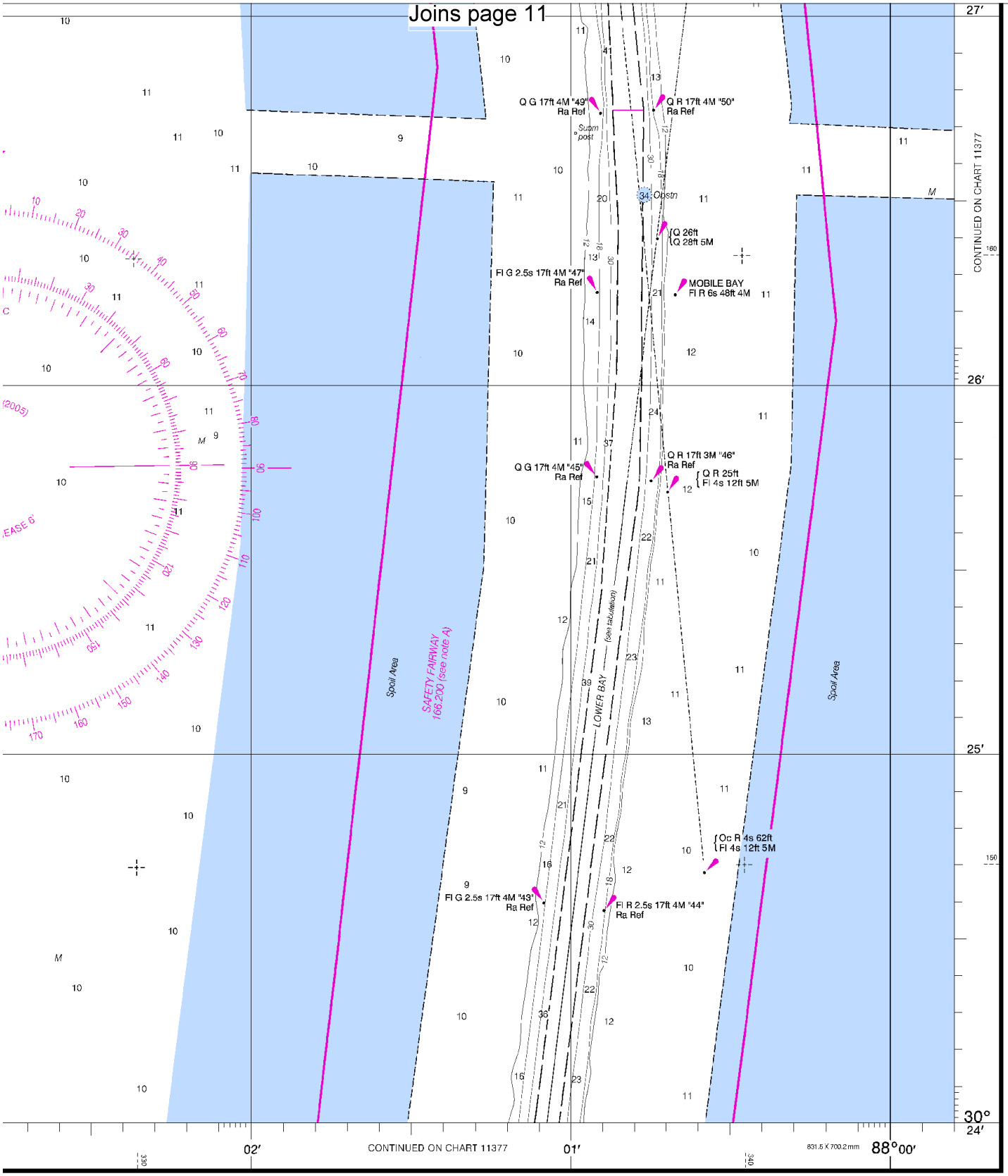

SOUNDINGS IN FEET

East Fowl River To Deer River Pt

SOUNDINGS IN FEET - SCALE 1:20,000

11380

ED. NO. 1

NSN 7642015156676

NGA REFERENCE NO. 11AHA11380

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Mobile – 251-441-6211
Coast Guard Dauphin Island – 251-861-7239
Mobile Sheriff's Office – 251-574-8633
Alabama Marine Police – 251-981-2673
Alabama Marine Resources – 251-861-2882
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.